MINUTES OF THE MEETING

I-710 TECHNICAL ADVISORY COMMITTEE
A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA
January 22, 2003

Chairman Pagett called the meeting to order at 3:45 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Victor Rollinger, Carson; Bob Zarrilli, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Joe Wang, Lynwood; Mohammad Mostahkami, South Gate; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Fred Alipanah, Caltrans; Ernest Morales, MTA; Craig Klein, CHP.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Desi Alvarez, Downey; Kevin Wilson, Vernon; Maged El-Rabaa, County of Los Angeles; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Mayor Victor Bello, Bell; Tony Ibarra, Bell Gardens; William McConnell, Commerce; Sumire Gant, Long Beach; Bill Murphy, CHP; Sue Lai, Port of Los Angeles; Ginny Park, MTA; John Zeigler, Auto Club of So. Cal.; Linda Taira, Caltrans; Jolene Hayes, Port of Long Beach; Wendy Wang, City of Los Angeles; Dave Levinsohn, PBQD; Pete Mandia, Alameda Corridor Authority; Duane Kenagy, Alameda Corridor Authority; Sylvia Novoa, CPG; Julia Brown, CPG; Andrea Rodriguez, CPG; Steven Yoshizumi, PBQD; Paul Taylor, Kaku Associates; Michael Fischer, CSI; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Don Camph, Gateway Cities COG; Andrea Hricko, USC.

Roll was taken through self-introductions.

Chairman Pagett led the Pledge of Allegiance.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

A. Approval of the TAC minutes for March 20, 2002, May 15, 2002, May 22, 2002, May 29, 2002, June 5, 2002, June 12, 2002 and October 16, 2002.

   Chairman Pagett announced that this item would be deferred until the next TAC meeting in order to give members time to review the minutes that were distributed at the meeting.

B. A RESOLUTION OF THE I-710 TECHNICAL ADVISORY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

   It was moved by Member Zarrilli, seconded by Member Rollinger, to waive further reading and adopt the resolution. The motion was approved unanimously.

REPORTS:

A. Overview of Study Status

Dave Levinsohn provided a reminder of the overall study process and pointed out that the study was in the phase of evaluating the final set of five alternatives. Today's meeting will provide the TAC with a description of the three build alternatives and how they have evolved through the conceptual engineering process over the past several months. It will also provide the TAC with a preliminary analysis of the traffic congestion relief effects of a more aggressive, illustrative truck demand management strategy, and an update on community outreach activities and findings since the last TAC meeting.

B. Update on Build Alternative Evolution

Steven Yoshizumi, Parsons Brinckerhoff I-710 MCS Engineering Task Leader presented the TAC with an overview of how each of the build alternatives, C, D, and E had evolved in design concept and scope since the final set of alternatives was adopted in June, 2002. This evolution was a result of the conceptual engineering work undertaken to refine the alternatives for further evaluation and analysis. The objective of the conceptual design process was to implement the intent of the approved alternatives, while meeting federal and state highway design standards and minimizing right of way impacts.

Steven presented power point slides illustrating key design features of each of the alternatives. For Alternative C, he presented schematics of the design concepts for the collector-distributor lanes between Atlantic/Bandini and I-5, the truck bypass lanes around the I-710/SR-91 interchange, the truck inspection facility, the truck

only ramps at Washington and PCH and the Terminal Island Freeway extension. In response to a question from the TAC, Steven pointed out that the PCH truck ramp would require the widening of the PCH overcrossing of I-710.

For Alternative D, Steven discussed the variation in the number of HOV lanes between one and two additional HOV lanes per direction, the variation in HOV lane profile between at-grade and elevated and the southern terminus of the improvements in Alternative D. In the southern section, from Pacific Coast Highway to I-405, one at-grade HOV lane is provided in each direction. Operationally this works well because the HOV connector from I-405 adds an additional lane north of I-405 which corresponds with the two-lane HOV section (each direction) between I-405 and Slauson Avenue. North of Slauson Avenue, there are a number of closely spaced interchanges, including I-5, and there is a perceived need for access. Because of all of the access points, the volume of HOVs is anticipated to be less than in the central portion of the corridor. So north of Slauson Avenue, up to approximately Olympic Boulevard, one at-grade HOV lane is provided in each direction. The southern terminus of Alternative D was changed such that the improvements end at Pacific Coast Highway. The terminus moved north from the Shoemaker Bridge to avoid the complications of the modifications to access required by the closely spaced interchanges at Pico Avenue, 9th Street, Anaheim Street, and Pacific Coast Highway. In response to a question from the TAC, Steven indicated that the determination of locations of one versus two HOV lanes was determined by a combination of factors including traffic volumes, as well as operational and physical constraints.

For Alternative E, Steven presented three features: the alignment of the truck lanes relative to the I-710 mainline along the Corridor, the "autoway" proposed between the Shoemaker Bridge and I-405 in Long Beach, and the Atlantic Avenue viaduct at the I-5/I-710 interchange. Steven explained how the conceptual design of Alternative E has the truck lanes varying between two lanes on either side of I-710 versus all four lanes on the same side of I-710. Starting at the north end near Whittier Blvd., the truck lanes a split into two lanes on either side of I-710 until the vicinity of Atlantic Blvd., where all four lanes shift to the east side of I-710 until south of Imperial Blvd. where the lanes diverge again into two lanes on either side of the freeway and then converge again into four lanes on the east side of I-710 until south of Wardlow Ave. where they diverge into two lanes on either side for a short distance until the southern terminus of the truckway.

Steven then presented the concept of the autoway between the Shoemaker Bridge and north of Willow Street in the southern segment of the I-710. Autos coming across the Shoemaker Bridge from Long Beach would be routed onto a new set of four elevated lanes, two in each direction, above the median of the existing I-710. Trucks coming to or from the ports would use the existing I-710 lanes, thereby separating most of the auto and truck traffic on the southern segment of I-710. The autoway lanes would merge back into the existing I-710 lanes between Willow and Wardlow, just north of the start and end of the proposed truck only lanes.

Steven presented the proposed Atlantic Avenue elevated viaduct, which would provide the currently missing connections of northbound I-710 to southbound I-5 and northbound I-5 to southbound I-710. The viaduct would be elevated above Atlantic Blvd. between the two freeways and carry two lanes of traffic (all vehicle types) in each direction.

Finally, Steven presented the three different concepts among the three build alternatives for the I-710/I-5 interchange and explained the differences among them.

Steven responded to several questions from TAC members clarifying the description of the design concepts of each of the alternatives. A member of the public questioned whether the TAC or OPC had considered innovative methods to move cargo without creating diesel emissions.

C. Analyses of TDM Strategies

Mike Fischer of Cambridge Systematics, Inc. made a presentation about an analysis of a hypothetical scenario to shift more port truck trips out of the am and pm peak periods and what effects this might have on future traffic volumes on I-710. This "what if" analysis was done in response to a prior request of the TAC to examine a scenario as part of the TSM/TDM alternative. CSI's analysis addresses the question "What is the potential to improve I-710 traffic operations through travel demand management strategies at the port terminals?" Mike explained the current operations at the port terminal gates. Up to three shifts are operated: day shift (8 am – 5 pm), evening shift (5 pm to 2 am) and 'hoot' shift (2 am to 8 am). Under present operating conditions, most of the gates are open only on weekdays, with 80% of truck traffic occurring during the day shift and 20% during the evening shift, with few gates open during the hoot shift.

In the planning horizon year of 2025, cargo volumes are forecast to increase to levels such that port terminals will need to increase number of truck lanes at their gates, or increase the truck processing rate or extend the number of hours that the gates are operating. Because of physical and institutional constraints on the terminals, the most likely response will be to increase hours of operation to handle the forecast growth in container volumes. The I-710 major corridor study adopted the assumptions on hours of terminal operations assumed in the Ports Transportation Master Plan study. These assumptions include 60% of truck traffic occurring during the day shift, 20% during the evening shift and 20% during the hoot shift, with up to 15% of container trips on the weekends. The presumption is that these times of day shifts will occur due to market dynamics, neither as a result of explicit policies nor regulations.

CSI studied a scenario where the time of day distribution of truck trips was assumed to be 50% day shift, 40% evening shift, and 10% hoot shift. This scenario

was chosen in order to attempt to minimize the number of truck trips occurring during the am and pm peak traffic periods. CSI found that there could be a 10-15% reduction in congestion, as measured by the volume/capacity ratio on southbound I-710 during the am peak period with the implementation of this 50/40/10 strategy. This still results in congested conditions on I-710 and less than the expected congestion relief benefits of the build alternatives.

Mike presented several candidate mechanisms that could result in truck operations at the port terminals moving to a 50/40/10 time distribution. These could include further implementation of an appointment system for container pickup and delivery, targeting specific cargo to move to off-peak hours, and a value pricing system which would increase container fees for those picked up during peak hours but a discount for those picked up during off-peak hours. Mike enumerated several challenges to implementing a 50/40/10 scenario, including coordinating among terminal operators, truckers, and shippers, and addressing the community impacts of expanding night time truck operations at warehouses.

Mike fielded several questions and comments from TAC members, noting that the congestion analysis was a "static" analysis, which did not account for other vehicles shifting routes to fill up the capacity created on I-710 by the reduction in truck trips at certain times of the day. The POLB member also pointed out that some of the terminals have started to build in appointment incentives at their gates using the emodal internet software scheduling system.

D. Update on Public Involvement

Sylvia Novoa of Consensus Planning Group presented the TAC with an update of public and agency outreach efforts. She summarized the outreach meetings that had been conducted since the previous TAC meeting in October, 2002. Sylvia reported that over 1,500 groups had been contacted to be offered information about the study. She reported that the consistent feedback was a concern about traffic safety and improving it on the I-710. Sylvia reported that as of yet they had not detected a consensus forming for any of the alternatives.

Mohammed Mostahkami asked if he could receive a list of the groups contacted in South Gate. Andrea Hricko, member of the public, offered an opinion that the study still needed to improve its outreach, that her experience working with communities in the corridor was that most residents were still unaware that plans are being studied to widen the freeway. Sylvia noted that CPG and MTA have been consulting with Ms. Hricko to expand the list of community groups to contact. They agreed to exchange contact information.

E. Next Steps

It was the consensus of the Technical Advisory Committee to tentatively schedule for March 12 the first of a series of meetings intended to lead to a consensus on a

recommended locally preferred alternative.

Adjournment

The meeting was adjourned by consensus at 5:50 p.m.